

IDEA 0765  
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4 JUN 1962

MEMORANDUM FOR: Chief, Development Branch, DPD  
ATTENTION: Major [REDACTED] 25X1A  
SUBJECT: Detachment H Trip Report

1. The subject trip report has been reviewed and the following comments and recommendations are offered by Operations.

A. Reference para 2.2: No stagings are contemplated for Detachment H in the foreseeable future.

B. Reference para 4:

(1) Materiel has arranged for two additional "B" cameras from SAC. The cameras will be shipped to North Base, Edwards AFB, where they will be inspected and test flown prior to forwarding to Detachment H. Upon arrival of replacement cameras, serial numbers 10 and 14 will be returned to factory for complete IRAN and overhaul.

(2) Recommend that camera and electronic shops prepare itemized and amplified checklist for respective areas on the special equipment hatch to be pre-flighted prior to final closing. The P.E. Tech. then can be made responsible for completing items from the consolidated checklist to insure final configuration when buttoning up hatch.

2. [REDACTED] deletion  
list have been reviewed for possible conflict with Project operational procedures and they are compatible.

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[REDACTED]  
Lt. Colonel USAF ✓  
Chief, Special Projects Branch, DPD

REPORT OF INSPECTION TRIP TO DETACHMENT H

- 25X1A  
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1. **INTRODUCTION** - This report covers the inspection trip to Detachment H made by Mr. [REDACTED] of Hycon Mfg. Company in the company of Mr. [REDACTED] of the Perkin-Elmer Corporation. The trip was made during the period 1 May through 13 May 1962. The emphasis of this report is directed to the Hycon personnel in the Special Equipment section of Detachment H.
  2. **PERSONNEL** - All Hycon personnel were interviewed both collectively and individually on all aspects of their work and living conditions. Detachment command and support personnel were interviewed on subjects relating to the Special Equipment section personnel. Supervisors of the other contractors' sections were interviewed to determine their general impressions of the Special Equipment section personnel and to see if their general impressions of working and living conditions were consistent with those reported by the Special Equipment personnel.
    - 2.1 **New Contracts for 1963** - All of the Hycon personnel were interviewed regarding their willingness to sign new contracts for 1963, but were advised that they had until August to make their final decisions. It is felt that all of the personnel, with the possible exception of [REDACTED] will be willing to sign for another year. Whether or not the assignments will be the same will depend in a large part upon the total Project requirements for Detachment operations.
    - 2.2 **Manning Level** - The current number of personnel is considered minimum but adequate for the frequency of operations now being undertaken and planned in the near future. This consideration is based on the fact that no staging operations are required from Detachment H. If staging operations were to be undertaken, additional personnel and equipment may be necessary.
    - 2.3 **Training Level** - The level of training of the Hycon Field Engineers assigned to Detachment H is considered outstanding. [REDACTED] are presently in their seventh year, [REDACTED] is in his fourth year with this program. The Detachment Commander expressed the opinion that he was very pleased with the quality of personnel Hycon has assigned to the Detachment H Special Equipment Section.

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    - 2.4 **R & R and Leave** - The R & R and leave situation is much the same as last year. The opening of [REDACTED] as an authorized R & R location has given a good boost to morale even though few have taken advantage

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of this. The main latent problem in this area is transportation to and from [REDACTED]. Most of the Special Equipment personnel feel that they are responsible enough to be authorized to purchase automobiles to use in their off hours. This item was discussed with the Detachment Commander and Security who both believe that the problems which would arise from the Detachment personnel having their own automobiles would be so great as to make this impractical. The main objections are the problems in licensing and maintaining cover in the event of an accident.

Annual leave will be scheduled after August when determinations are made as to assignments for 1963. Present indications are that if all personnel were to remain for another year at Detachment H, three would wish to take their vacations in the United States and one in Japan.

- 2.5 Morale - The morale of the personnel at Detachment H is very high in general. This is perhaps the area of largest change since last summer. The largest factor in raising morale, of course, is the fact that they have started operating.

3. LIVING ACCOMMODATIONS AND FOOD - The hostel area is much improved since last summer - the greatest improvement being in the recreation and dining area where a new air conditioner and fireplace have been added. The only item which was observed to be substandard is the sanitary facilities. I heard no complaints on this, however.

The food served in the hostel dining room has improved considerably. The constant efforts of [REDACTED] and a few other personnel assigned to the Detachment in working with the hostel manager and cooks have resulted in good food being served at all meals. Although many individuals still complain about the food served at the hostel, I believe these complaints are groundless.

4. EQUIPMENT AND SHOP - The Special Equipment shop area was found in excellent condition. Adequate light, air conditioning and tools are available. Critical evaluation of Configuration B's, serial nos. 10 and 14, was made. The mirrors in both units were inspected both by Mr. [REDACTED] and myself. It appears that these mirrors should be refinished or replaced. Wear is apparent in some areas of the Configurations. The electrical cables should be replaced as soon as feasible. Since the last processing through the Maintenance and Overhaul facility two years ago, several in-plant modifications have been approved and should be made to these units. During this period serial no. 10 has accumulated 99,000 cycles of operation and serial no. 14 has 28,000 cycles. It is recommended that a B Configuration from storage be sent immediately to M&O to be put in operating condition to serve as a replacement for these two units at Detachment H, and the two units be returned one at a time beginning with No. 10 for complete servicing and replacement or refinishing of the mirrors.

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The question has been raised as to who has responsibility for pre-flight and maintenance of the Special Equipment hatch for the Bird. It is my opinion that the Hycon personnel have no responsibility in this area, however, the cleaning of the windows prior to flight should continue to be done by Special Equipment personnel who have an appreciation for the proper techniques of cleaning glass.

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5. PROCESSING CENTER - A tour of the [REDACTED] Processing and Evaluation Center was conducted by Lt. Col. [REDACTED]. Many improvements have been made in this area and they are very pleased with the assistance they have been getting from [REDACTED] as well as locally from [REDACTED] and [REDACTED]

Work on the new Processing Center is well underway. It appears that this new building will greatly improve the local capability for processing and evaluating film.

6. SECURITY - A discussion of security problems as they relate to Special Equipment personnel was conducted with Bill C. and his replacement Jim M. who arrived while I was at Detachment H. The only apparent problem is that of maintaining the double cover - that of LAC contract personnel while on the base and that of Air Force Tech. Reps. while in [REDACTED]. The Project Security Representatives are fully cognizant of the problems as observed by the Special Equipment personnel and feel that things are under control and that the cover is being maintained.

Bill C. assured me that he had had absolutely no problems security-wise with the Hycon personnel and that as far as he was concerned they set a fine example.

7. SUPPLY - ADMINISTRATIVE & FINANCIAL - These sections of the Detachment are functioning satisfactorily in relation to the Special Equipment personnel and there are no complaints in any of these areas.

8. [REDACTED] was visited on May 11, however, the visit was limited to discussion of items in general with the Commanding Officer of the unit and Major [REDACTED] due to the fact that the clearance for the visit had not been forwarded by cognizant personnel.

PROPOSED

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Initiated By \_\_\_\_\_

Authorized By \_\_\_\_\_

Date: \_\_\_\_\_

S E R V I C E   B U L L E T I N   H S O P - S B 1 1

**NOTE:** This Service Bulletin Supersedes and replaces HSOP-SB4 dated 11 Feb, 57, which is to be removed from files and destroyed.

1. **Title:** Use of Preventive Maintenance Records (PMR's)
2. **Purpose:** To standardize use of existing forms (AFTO Form 10 and/or Equipment Preventive Maintenance & Historical Record), and minimize field activity paper work, while insuring return of field service experience to Factory M & O.
3. **Equipment Affected:** Configurations A-1, A-2, and B.
4. **Description of Work:**
  - 4.1 A master PMR file will be maintained for each configuration and kept with it for ready reference at all times.
  - 4.2 The master PMR record will consist of one card form for the basic configuration, and one additional card for each camera in the configuration. Magazines and shutters, being interchangeable, will have individual forms maintained separately, though the forms may be filed in the Configuration Master File jacket, while these assemblies are assigned to it. No file need be kept on "B" cassettes.
  - 4.3 Under this plan there will be one master card for the "B" configuration, four for the A-2 and five for the A-1. If shutters and magazines are assigned permanently to a camera, a configuration jacket will consist of two cards for the "B", ten for the A-2 and 13 for the A-1.
  - 4.4 A new split diagonal column will be added to the right of the date column on all maintenance cards for cross referencing of magazine and shutter serial numbers on cameras and configurations, and programmers and IMC assemblies on "A" configurations. (See sample PMR attached.)
  - 4.5 The first line entry on all PMR cards will be a permanent ink record of the inventory of all serialized components of that major assembly, excepting shutters and magazines.
    - 4.5.1 The "B" Configuration will list serial numbers of lens, mirror, platen, programmer, film drive, oblique drive, right and left takeup assemblies, tension servo, vacuum valve and cassettes. The cross-reference column will be used for listing serial numbers of interchangeable shutters and data recorder instrument housings.

(Use of Preventive Maintenance Records (PMR's))

HSOP-SB11

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- 4.5.2 The A-1 and A-2 Configuration cards will list the serial numbers of all mounted cameras. The programmer and IMC will be recorded individually at each operation entry in the cross-reference column, although no separate maintenance cards need be maintained for these two items. In addition, the A-1 will list the serial number of the Rocking Drive Assembly, 731900.
- 4.5.3 All A-1 and A-2 camera cards will list inventory of lens and case drive serial numbers, with magazines and shutters being entered individually for each operation in the cross-reference column.
- 4.5.4 Magazine and shutter cards will reflect the camera and configuration used on for each operation in the cross-reference column.
- 4.6 Whenever a configuration is flown, tested or worked on, an appropriate entry will be made in chronological order. Replacement of any serialized component will note the new serial number and total cycles to date. The replaced serial number will be crossed out.
- 4.7 The number of cycles for each operation will be listed separately in the top half of a split diagonal in the cycle column, and total accumulated cycles will be recorded in the bottom half.
- 5. Disposition:
  - 5.1 Maintenance Record cards of active operating equipment will be maintained in a consolidated folder for each configuration, and accompany that configuration at all times. Records on magazines and shutters may be maintained in a separate file, or included in the configuration jacket. Records of alternately assigned magazines and shutters may also be filed in the configuration jacket.
  - 5.2 Magazine and shutter records only will be removed from jacket files and accompany their respective equipment whenever it is returned to Factory M & O, or it leaves detachment control for any reason.
  - 5.3 All other configuration records will be maintained intact in the jacket file. Whenever a component is replaced for return to M & O, the entry will be completed on the card and a photostatic, electrostatic, Verifax or Thermofax copy made of the entire record, and the soft copy packed with the reparable equipment. These copies will be reviewed and filed at M & O with shop overhaul records.
  - 5.4 When maintenance record cards become filled, a new card will be stapled to it and the record continued. Whenever equipment is overhauled at M & O, the filled cards will be retained in service record files, and a new card will be initiated, starting with zero cycles. All life cycle counters over 50,000 cycles will be re-set to zero at Factory M & O.

P R O P O S E D

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Initiated By \_\_\_\_\_

Authorized By \_\_\_\_\_

Date: \_\_\_\_\_

S E R V I C E   B U L L E T I N   H S O P - S B 1 2

NOTE: This Service Bulletin supersedes and replaces HSOP-SB6 dated 10 Sept 57, which is to be removed from files and destroyed.

1. Title: Preventive Maintenance Procedures.
2. Purpose: To prescribe general procedures for pre/post flight inspection, periodic inspections, and extent of field maintenance.
3. Equipment Affected: All A-1, A-2, and 73B Configurations.
4. Description of Work:
  - 4.1 Pre and/or Post Flight Inspections.
    - 4.1.1 Pre-flight. All configurations will be given a thorough operating check and visual inspection before and after film loading to assure that all assemblies are operating per Inspection Check lists and Top Assembly instructions as provided in Handbooks, factory blue-print drawings, and Service Bulletins. A brief, concise check list may be prepared locally for this function. This inspection should be repeated if the configuration has not been used or checked within 15 days previous to the planned use.
    - 4.1.2 Post Flight. All configurations and mounted equipment will be subjected to a complete visual inspection immediately after each flight mission to determine the condition of the unit prior to operational check. A complete operational check will then be made and any discrepancy will be entered on the PMR (HSOP-SB11) for that unit, and corrective action indicated. After removing film load, any listed discrepancies will be corrected and noted on PMR's.
  - 4.2 Periodic Inspection.
    - 4.2.1 Every configuration and all its components will be given a systematic detailed visual inspection, lubrication check, and operational test every 12,000 cycles of operation or six months, whichever occurs first.
    - 4.2.2 Supplementary components will be disassembled from configurations and cameras where necessary every 12,000 cycles to remove dust covers, etc., for detailed visual inspection, cleaning and lubrication. No detailed disassembly of components will be attempted. Any assembly which does not meet operational requirements, or which shows clear signs of fair wear and tear, will be replaced with a new assembly from F.A.K. and the reparable unit returned to Factory M & O.



(Preventive Maintenance Procedures)

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25X1A 4.2.3 After completion of 50,000 cycles of field operation (or four periodic inspections), all component assemblies containing electrical drives or solenoids will be automatically replaced with new assemblies from [REDACTED] and the worn unit with a soft copy of the FMR will be returned to Factory M & O for complete overhaul.

4.2.4 All configurations will be automatically returned to Factory M & O for complete overhaul after 100,000 cycles of field operation or two years of service, whichever occurs first. All life cycle counters will be re-set to zero only when the factory overhaul occurs after a minimum service of 50,000 cycles.

4.3 Extent of Field Maintenance

25X1A 4.3.1 Normal field maintenance will consist of cleaning, lubricating, adjusting, checking, visual inspections, operational tests, and replacement of complete new assemblies from [REDACTED]

4.3.2 Minor wear parts authorized and stocked in [REDACTED] will be replaced in the field as periodic inspections indicate the need. Replacement of soldered-in electrical components is not recommended.

25X1A 4.3.3 Because of ample provisioning of complete spare operating assemblies, complete tear-down of drive mechanisms, gear boxes, and motor assemblies for maintenance purposes is not recommended for operational equipment. Shop tear-down should be limited to worn or damaged equipment used for training and educational purposes only. Such equipment should be returned to Factory M & O for complete overhaul before use on operational missions.

4.3.4 Cannibalizing of detail working parts not stocked in [REDACTED] is not recommended except in emergency when no complete replacement assembly is available.

25X1A 4.3.5 No replacement part, assembly or component will be drawn from [REDACTED] that is not in original sealed factory package showing an unexpired storage date. All opened, unwrapped or expired unit packages are to be tagged reparable and returned to Factory M & O for T.O.C. compliance.

5. Compliance Date: Each occurrence subsequent to issue date.

6. Compliance Record: Historical entry in FMR's (Preventive Maintenance Record) per HSOP-SB11.



**EQUIPMENT PREVENTIVE MAINTENANCE AND HISTORICAL RECORD**  
 Approved For Release 2001/03/30 : CIA-RDP67B00511R000100030007-1

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ITEM NAME AND TYPE <b>Config. A-2</b>			SERIAL NUMBER <b>#1</b>	PART NUMBER <b>731012</b>	INSPECTION FREQUENCY <b>Pre &amp; Post Flight</b>	OVERHAUL FREQUENCY <b>100,000 cycles or 2 years</b>
OPERATION	DATE	Prog. <b>IMC</b>	TYPE OF MAINTENANCE			CYCLES TOTAL
<b>INV.</b>	<b>1-1-1</b>	<b>1</b>	<b>B6 # 12</b>	<b>V7 #</b>	<b>L8 #</b>	<b>0</b> <b>2,000</b>

**B6 - A2 #1**

**EQUIPMENT PREVENTIVE MAINTENANCE AND HISTORICAL RECORD**

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ITEM NAME AND TYPE <b>HR-732</b>			SERIAL NUMBER <b>12</b>	PART NUMBER <b>737910</b>	INSPECTION FREQUENCY <b>Pre &amp; Post Flight</b>	OVERHAUL FREQUENCY <b>100,000 cycles or 2 years</b>
OPERATION	DATE	Mag. <b>Shutter</b>	TYPE OF MAINTENANCE			CYCLES TOTAL
<b>INV.</b>	<b>1-1-1</b>	<b>37</b> <b>52</b>	<b>Lens #</b>	<b>Case Drive</b>		<b>0</b> <b>2,000</b>

**EQUIPMENT PREVENTIVE MAINTENANCE AND HISTORICAL RECORD**

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ITEM NAME AND TYPE <b>HM-732</b>			SERIAL NUMBER <b>37</b>	PART NUMBER <b>731290</b>	INSPECTION FREQUENCY <b>12,000 cycles</b>	OVERHAUL FREQUENCY <b>50,000 cycles or 2 yrs</b>
OPERATION	DATE	Conf. <b>Camera</b>	TYPE OF MAINTENANCE			CYCLES TOTAL
<b>FLT.</b>		<b>1</b> <b>12</b>				<b>1,000</b> <b>2,500</b>

**EQUIPMENT PREVENTIVE MAINTENANCE AND HISTORICAL RECORD**

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ITEM NAME AND TYPE <b>HS-732</b>			SERIAL NUMBER <b>52</b>	PART NUMBER <b>738000</b>	INSPECTION FREQUENCY <b>12,000 cycles</b>	OVERHAUL FREQUENCY <b>50,000 cycles or 2 yrs</b>
OPERATION	DATE	Config. <b>Camera</b>	TYPE OF MAINTENANCE			CYCLES TOTAL
<b>FLT.</b>		<b>A-2 #1</b>				<b>1,000</b> <b>5,000</b>

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PROPOSED DELETIONS

Date 12 April 1962

Customer No. 1 List

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Item No.	Part Number and Stock Number	R	Expendable Recoverable Nomenclature	Used On	Qty. per Det.	Qty. for 2 Dets.	180 Day Depot	Total Qty.
	HK-730125-010 5945-643-6845	X	Relay (Advance) ES-1A-24VD		1	2	3	5
	HK-730125-012	X	Relay Time Delay - 24 VDC, Coil -2min. Release Delay DPDT Sold. Term.		1	2	3	5
	HK-730125-016 5945-501-9725	X	Relay (Allied) MHB-12D		1	2	3	5
	HK-730125-18	X	Relay, Sub-Min 2 PDT 26.5 VDC Allied MHB-6D		2	4	4	8
	HK-730125-21	X	Relay, DPST 15 Amp. Globe 2 A5C556		2	4	4	8
	HK-730125-026 5945-503-5172	X	Relay - Time Delay Set for .3 Sec. G.V. Controls HF-01N0.-28	HS-732	3	6	2	8
	HK-730125-037 5945-504-3721	X	Relay - Time Delay Set for 5 Sec. SPST N.O. GV Controls TF-06 N.O. 28VD	B Prog.	2	4	3	7
	HK-730125-039	X	Relay - DPDT 10 Amps 28 VDC Globe #2C4P 28DB3 or US Relay #802C3	B Prog.	4	8	4	12
	HK-730125-040	X	Relay - 2 PDT - 10 Amps 28 VDC Globe 4C4P 28DB3 or US Relay #64-170	B Prog.	2	4	3	7
	HK-730125-042	X	Micropositioner - 560 Ohms Barber-Coleman AYLZ - 3639S Type "L"	B Prog.	2	4	3	7
	HK-730125-043	X	Switch - Stepping Automatic Elect. PWL56115GACC Type 44	B Prog.	2	4	3	7
	HK-730125-044	X	Relay - Time Delay - SPST NC Set for 7.0 sec. G.V. Controls T.F. 06 NC28VDC	B Prog.	2	4	3	7
	HK-730125-65	X	Relay - Time Delay	B Prog.	1	2	1	3

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PROPOSED DELETIONS

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Customer No. 1 [REDACTED] List

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Item No.	Part Number Stock Number	R	Recoverable Nomenclature	Hand On	Qty. per Det.	Qty. for Dets.	180 Day Depot	Total Qty.
	HK-730129-012 5925-257-6847	X	Circuit Breaker - 10 Amps - MS25005-10		1	2	3	5
	HK-730129-013 5925-552-2647	X	Circuit Breaker - 30 Amps - MS25005-30		1	2	3	5
	HK-732387	X	Key - Gear & Cam Shaft (recall to M & O)	73-B	8	16	14	30
	HK-732654	X	Time Delay Relay - Agastat, 8 Sec.	73-B	3	6	3	9
	HK-732970-11	X	Brush - Governor	73-B	2	4	26	30
	HK-738136-54	X	Brush, Motor (HS-732)	HS-732	10	20	20	40
	HK-738325-24	X	Brake Arm Assy.	73-B	2	4	1	5
	HK-738325-28	X	Brake Plate Assy.	73-B	1	2	2	4

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Customer No. 21st

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Item No.	Part Number and Stock Number	X R	Expendable Recoverable	Nomenclature	Used On	Qty. per Det.	Qty. for 3 Dets.	Training Base	360 Day Depot	Total Qty.
	730125-010 5945-643-6845	X		Relay SPST 50 Amp Adv. ES-1A24 VDC	Junct. Box	2	6	4	6	16
	730125-12	X		Relay Time Delay 24 VDC Coil 2 min. Release Delay DPDT Solid Term. Agastat SF-22HS	A-1	2	6	4	6	16
	730125-016 5945-501-9725	X		Relay, Sub Miniature 4 PDT 26.5 VDC MHB-12D (Allied)	Junct. Box	2	6	4	6	16
	730125-018	X		Relay, Sub Miniature 2 PDT 26.5 VDC Allied MHB-6D	HS-732	1	3	0	1	4
	730125-021	X		Relay DPST 15 Amp. Globe 2A5C556	A-1	2	6	4	4	14
	730125-026 5945-503-5172	X		Relay Time Delay G.V. Controls HF01-No. 28 Set for .3 sec.	HS-732	2	6	4	4	14
	730125-037 5945-504-3721	X		Relay Time Delay Set for 5 sec. SPST NO G.V. Controls T.F. -06-N.O. 28 VD	B Prog.	2	6	1	3	10
	730125-039	X		Relay DPDT 10 amp 28 VDC Globe #2C4P28DB3 or U.S. Relay #802-C-3	73-B	2	6	2	6	14
	730125-40	X		Relay 4 PDT 10 amp. 28 VDC Globe 4C4P28DB3 or U.S. Relay #64-170	B Prog.	2	6	2	4	12
	730125-042	X		Relay, Micro-positioner Barber-Coleman Type L (AYLZ-3639S)	B Prog.	2	6	2	4	12
	730125-043	X		Switch - Stepping Automatic Electric #FW156115 GACC Type 44	B Prog.	1	3	1	3	7

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Customer No. 2 [REDACTED] 1st

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Item No.	Part Number and Stock Number	X R	Expendable Recoverable	Nomenclature	Used On	Qty. per Det.	Qty. for 3 Dets.	Training Base	360 Day Depot	Total Qty.
	730125-044	X		Relay, Time Delay SPST NC Set for 7.0 sec. G.V. Controls T.F. 06NC 28VDC	B Prog.	1	3	1	3	7
	730125-65	X		Relay, Time Delay	B Prog.	1	3	1	1	5
	730129-013 5925-552-2647	X		Circuit Breaker - 30 Amp. Spencer D-6752-1-30	A-1 & A-2	3	9	6	6	
	732387	X		Mode Gear Key (Recall M & O)	73-B	6	18	8	12	38
	732654	X		Time Delay Relay	73-B	2	6	2	4	12
	732970-11	X		Brush, Governor W/G #8236	73-B	10	30	10	20	60
	738136-54	X		Brush Assy. - Shutter Motor	HS-732	10	30	10	20	60
	738325-24	X		Brake Arm Assy. W/G #11422	73-B	1	3	1	2	6
	738325-28	X		Brake Plate Assy. W/G #11421	73-B	1	3	1	2	6

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